
From: Michel Foex [REDACTED]
Sent: 04 August 2021 15:14
To: Kristina Smith
Cc: Planning Planning; Lazzaro Pietragnoli; Patricia Callaghan
Subject: Application 2021/3265/P : 140-146 Camden Street NW1 9PF

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Dear Kristina,

Application 2021/3265/P : 140-146 Camden Street NW1 9PF

I live on Bonny Street, directly opposite the above mentioned site and would like to register an objection to the application 2021/3265/P for the following reasons:

Alteration to the Bonny Street elevation.

The introduction of a new door into the central part of this elevation to serve the newly created Commercial Unit 2. This results in the removal of the void to the canal side level and the associated recess in the ground floor elevation and its replacement by a bland flat frontage. This deprives Bonny Street of any facade articulation along its length.

This element of the scheme is by far the longest and largest facade on this part of Bonny Street and would now have no street level articulation to relieve its scale and presence. Whilst the previous warehouse was of a similar nature its age, honesty and admitted absence of architectural aspiration made this lack of articulation understandable. This new proposal should aim far higher.

Furthermore this new door, despite being labelled as an Emergency Exit on the plans is the only external door serving this unit from the public domain. It will perforce become the primary and principal entrance to the newly demised commercial space, regardless of labelling on the drawing. Indeed the inward swing shown on the drawing indicates it is not an solely an emergency exit.

Internal re-organisation of the commercial space.

The commercial space in application 2020/3219/P was an undifferentiated single space on the Camden Street and canal side levels (basement) with an open feature stair linking the two levels. The main entrance and business address was on Camden Street with a secondary/ service/ cycle entrance on Bonny Street.

The new application seeks to split the commercial space into two already identifiable units capable of independent letting. The addition of a solid demise wall, along the structural bay line two in from the Bonny Street facade indicates this intent, reinforced by the relocation of the feature stair linking the two levels of the newly created Commercial Unit 2 demise.

Unit 1 is primarily on the Camden Street level with its primary entrance/ business address on Camden Street. The secondary entrance from Bonny Street can access this space via the communal areas and from the bicycle facilities on the canal side level, again via a stair within the common areas.

Unit 2 is primarily on the canal side level, with the only public entrance directly into this demise being located on the Bonny Street elevation. The relocated feature stair in this space links directly to the canal side space below. Access to the common bicycle facilities and shared WCs occurs from the secondary entrance lobby in the northern corner of the plan.

Clearly the primary access to the much larger commercial area (Unit 2) located at canal side level is intended to be from the space labelled Commercial Unit 2 at Bonny Street level with its only door directly onto Bonny Street.

The architectural alterations are the outward signs of a fundamental alteration of the commercial space and its relationship with Bonny Street. In addition the functioning of Commercial Unit 2 will alter the use and nature of the waiting area immediately outside the new development on the south side of Bonny Street.

The proposed alterations to the ground floor serve to widen the potential tenant pool for this scheme. This is understandable in the current situation. That being said the risk of a new tenant whose business relies on numerous and frequent pick-ups and deliveries almost 24/7 or mainly out-of-business hours is very high and the negative effect of such a tenant on the primarily residential street will be significant. This mode of operation is completely out of character for the long-standing Bonny Street business community whose diverse mix operates broadly in harmony with the residents. Furthermore the additional vehicle movements in Bonny Street go directly against the efforts the London Borough of Camden have made to reduce traffic on Bonny Street by blocking Prowse Place as a thorough route. It would be strange to then encourage and permit a use which inherently increases traffic again so soon after the work done to reduce it.

Additional enforceable conditions should be added in order to ensure these alterations retain the balance between the commercial uses of Bonny Street and its predominantly residential nature.

1) The business address for Commercial Unit 2 to be a Camden Street address with all normal deliveries (mail delivery/ courier drop offs and pick ups, specific delivery carriers etc) using the Camden Street entrance not the Bonny Street frontage. In addition all business related deliveries/ pick-ups, such as paper/ office supply deliveries etc use the secondary entrance on Bonny Street as defined in the previous consents. There should be no new business address in this section of Bonny Street. No post/ letter box should be permitted in the Bonny Street facade, neither in the solid or glazed elements.

2) Conditions placed on the operating hours of Commercial Unit 2. Normal business hours only during the working week with limited or exceptional working at weekends. This would seek to ensure the unit is not let to a tenant whose retail model is based on a "dark- store/kitchen" with rapid local delivery. These operate 24/7 and need frequent pick-ups to ensure delivery.

3) Additional loading bay restrictions in order to ensure no waiting of delivery vehicles of any sort (cars/ taxis/ vans/ scooters/ bicycles/ motor- cycles) outside normal business hours during the week or at weekends.

Many thanks in advance for your consideration,

Michel Foex